

With that being said, however, I strongly oppose the FAA's Integrated Airspace Alternative that would route more air traffic over residential neighborhoods. Over the past few months, the FAA has zeroed in on this proposal as its preferred alternative.

Throughout this time, I have shared my concerns and the concerns of my constituents with the FAA, particularly the fact that the plan brings more planes into the region at the expense of the region's quality of life.

I am particularly disappointed the FAA has not implemented any noise mitigation strategies in the district I represent, or in many districts throughout the Northeast, despite the wide swath of land over the Fourth District that will be adversely impacted by planes flying as low as 4,000 feet.

Even though there is no mandate to consider quality of life issues, the FAA simply must not ignore the hugely negative impacts of air noise in this process.

I believe that if the FAA had to consider the quality of life impacts of the Integrated Airspace Alternative, it would never have concluded that airspace redesign was the appropriate first attempt at relieving air traffic congestion.

It seems to me there are other solutions that should be considered before implementing such a radical alternative that negatively affects so many thousands of residents throughout the Northeast.

In my judgment, a one year delay to this plan is appropriate. We are working to reauthorize the FAA this year. I am hopeful we can give the FAA authority to implement other solutions in the authorization process, and protect precious quality-of-life. I urge adoption of this amendment.

The Acting CHAIRMAN. The question is on the amendment offered by the gentleman from New Jersey (Mr. FRELINGHUYSEN).

The question was taken; and the Acting Chairman announced that the yeas appeared to have it.

Mr. SHAYS. Mr. Chairman, I demand a recorded vote.

The Acting CHAIRMAN. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from New Jersey will be postponed.

AMENDMENT OFFERED BY MR. DEFAZIO

Mr. DEFAZIO. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment offered by Mr. DEFAZIO:

At the end of the bill before the short title, insert the following:

SEC. _____. None of the funds made available under this Act may be used to establish or implement a cross-border motor carrier demonstration or pilot project or program to allow Mexico-domiciled motor carriers to operate beyond the commercial zones on the United States-Mexico border.

The Acting CHAIRMAN. Pursuant to the order of the House of today, the gentleman from Oregon (Mr. DEFAZIO) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Oregon.

Mr. DEFAZIO. In May, the Appropriations Committee included language in the FY07 supplemental to impose requirements on the Department of Transportation before they open the U.S. border to Mexican trucks, giving them free range across the United States of America. This language by the committee was the first step in ensuring that the Department of Transportation considered safety and security ramifications before allowing cross-border traffic and before rushing into a pilot. And unfortunately, the Bush administration immediately declared that they were in compliance with the law, making no changes in their program.

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This is a paper-based program. They have not inspected physically one Mexican truck. They have not interviewed one Mexican driver. In Mexico, they have no system of drug testing, unlike the United States of America, and no certified drug-testing laboratories, unlike the United States of America. They have no hours of service in Mexico. Mexican drivers are frequently required to drive as long as 72 hours. They take drugs to do it. They freely admit that in the Mexican press.

Mr. OLVER. Mr. Chairman, would the gentleman yield?

Mr. DEFAZIO. I yield to the gentleman from Massachusetts.

Mr. OLVER. Mr. Chairman, I would be perfectly happy to accept the gentleman's amendment.

Mr. HUNTER. Mr. Chairman, would the gentleman yield?

Mr. DEFAZIO. I yield to the gentleman from California.

Mr. HUNTER. I thank the gentleman.

Mr. Chairman, I want to join the gentleman in this amendment to strike the funds for this project on the basis that this poses a security risk for our country.

We have absolutely no view of the background of the hundreds and thousands of truckers who will be coming in behind the wheels of these vehicles now with no offload requirement. In the areas of narcotics transportation and potentially terrorist transportation, this is an exposure for the United States.

I support the gentleman strongly.

Mr. DEFAZIO. Mr. Chairman, I yield 1 minute to the gentlewoman from Ohio (Ms. KAPTUR).

Ms. KAPTUR. Mr. Chairman, I would like to support Congressman DEFAZIO's amendment and appreciate the chairman's willingness to consider it. Coming from the Midwestern part of the country, we literally have had Mexican trucks end up in our region, how, we don't know, where the driver was actually moving the steering wheel with a vise grip. Now, how does that get to the State of Ohio all the way from the border with Mexico? Something is really broken in the system already. We should not expand anything. We should fix the problem that we have today.

Let me tell you, the sheriffs in Ohio along the turnpike and all of our surface roads are busy dealing with traffic that shouldn't be there in the first place. A lot of those vehicles are carrying illegal narcotics into our region. That border is a sieve. We ought to take care of it.

Mr. Chairman, I support the gentleman's amendment and commend him for offering it here today.

Mrs. BOYDA of Kansas. Mr. Chairman, would the gentleman yield?

Mr. DEFAZIO. I yield to the gentlewoman from Kansas.

Mrs. BOYDA of Kansas. Mr. Chairman, I, too, am in strong, strong support of this. The House has overwhelmingly voted 411-3 to pass this amendment. To be honest, I think it is just an egregious grab of power by the administration to take the will of the American people and the will of this Congress and completely disregard it.

There are not systems or laboratories in place to test for drugs. There isn't documentation in order to make sure that we have inspected our trucks, that we have the training, and that there is drug testing. It is just a complete farce to be told that these safety requirements are going to be met.

Mr. Chairman, I know that I, as well as the people of the Second District of Kansas, are strongly urging the President to stop this. I certainly support this bill, which will stop the funding and stop this pilot program.

Mr. DEFAZIO. Mr. Chairman, I reserve the balance of my time.

Mr. KNOLLENBERG. Mr. Chairman, I move to strike the last word. I will be very, very brief.

The Acting CHAIRMAN. The gentleman from Michigan is recognized for 5 minutes.

Mr. KNOLLENBERG. Mr. Chairman, I just want to make sure that we are all in agreement here. I think the gentleman from Massachusetts (Mr. OLVER) is. I am. That should be the end of it.

Mr. Chairman, I yield back the balance of my time.

Mr. DEFAZIO. I thank the chair and the ranking member for their support on this. This will be a tremendous step toward protecting the American traveling public. It will move us away from a system of faith-based regulation and protection to one based on the rule of law and regulations.

Mr. OBERSTAR. Mr. Chairman, I rise in strong support of this bipartisan amendment. The gentleman from Oregon (Mr. DeFazio), Chairman of the Subcommittee on Highways and Transit, has worked tirelessly on the issue of cross-border trucking in this Congress and I commend his determination in probing the details of the Administration's plans to open the U.S.-Mexico border to truck traffic.

While I strongly support this amendment, I am at the same time extremely disappointed that Congress must take yet another step to compel the Administration to do the right thing and protect the safety of the American people.

Members of Congress face growing frustration with the Administration's clear desire to